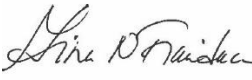




MEMORANDUM

TO: Mayor and Council Members

FROM: Gina Fiandaca, Assistant City Manager 

DATE: December 2, 2020

SUBJECT: **2020 Bond – Implementation Planning**

Following the affirmative vote for City of Austin Proposition B on November 3, 2020, this memorandum provides information about activities staff will undertake in the next 90 days to launch implementation of the 2020 Mobility Bond Program. Voter approval authorizes the City to issue \$460 million in general obligation bonds for transportation and mobility improvements. More information about Proposition B is available online at [AustinTexas.gov/2020PropB/](https://austintexas.gov/2020PropB/).

With the goal of completing the 2020 Mobility Bond Program in the timeframe desired by Council and to meet voter expectations, City staff is immediately beginning implementation planning.

Activities for Bond Program start-up include:

- Briefing to Bond Oversight Commission in December.
- Reviewing existing capital project delivery systems and processes in order to recommend potential changes and resource requirements for project delivery.
- Reviewing existing prioritization criteria for all programs and reevaluate/modify where needed to further prioritize equitable outcomes.

Staff plans to present the Program Implementation Plan and initial budget requests to Council in February 2021.

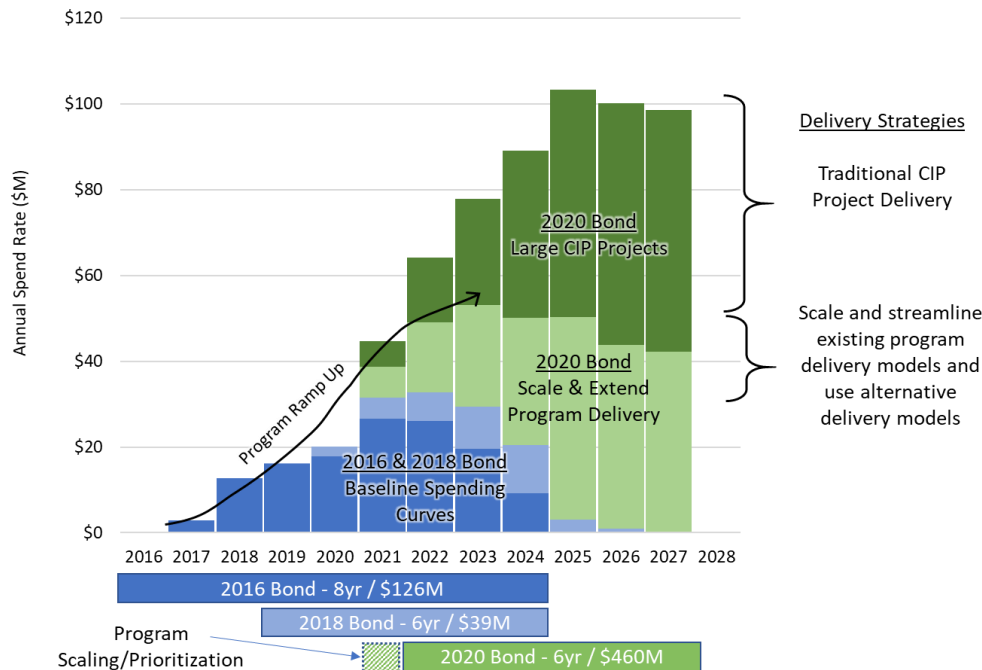


Scaling, Alternative, and Accelerating Program Delivery

City Council Resolution No. 20200812-011 (the 2020 Bond “Contract with Voters”) directed the City Manager to, “analyze existing capital project delivery systems and processes in order to recommend potential changes and resource requirements to accelerate project delivery and maximize the number of projects to be included in the \$460 Million Bond Program”. As the 2020 Mobility Bond Program builds upon the 2016 and 2018 Bond Programs, there are necessary efforts related to program scaling while also leveraging alternative delivery strategies and using traditional CIP delivery models for the larger capital projects.

Scaling existing program delivery models will require local hiring in the form of critical staff positions, as well as contractors for services such as design and construction. Scaling the delivery of rapid response and other quick build projects that use internal markings and sign capacity could leverage apprenticeships and partnerships with workforce development agencies to scale work citywide. Both ATD and PWD have employed these techniques in the delivery of the 2016 Mobility Bond and would

use lessons learned to improve upon these strategies. Funding for these added requirements will be included in the Project Implementation Plan brought by staff.



Program Outreach and Equitable Project Prioritization

While there was not specific project outreach related to the 2020 Mobility Bond, the underlying programs have been developed based on public input gathered during the creation of the various modal plans (e.g. Bicycle Plan, Sidewalk and ADA Transition Plan, Pedestrian Safety Action Plan, Safe Routes to School Infrastructure Plan) and the Austin Strategic Mobility Plan, which included an extensive process to engage underrepresented community members and reflect priorities that are inclusive of all mobility needs. Per the Contract with the Voters, staff will “develop recommendations for implementation of these proposals in a manner that prioritizes investments in traditionally underserved communities, low-income communities, and other vulnerable communities”. Further the Contract with the Voters states, “existing project prioritization for all programs identified in this resolution should be reevaluated and, where necessary, modified to further prioritize equitable outcome”.

Staff will immediately engage in evaluating the existing project prioritization for local mobility projects and recommend adjustments, if needed. A framework for this prioritization has already been established through the Mobility Annual Plan. Staff will also consult Council and the appropriate Board, Commission, and Committee processes regarding adjustments to the prioritization process. Additionally, staff will take the upcoming investment in the Project Connect system when considering prioritization criteria.

Mid-Year Budget Amendment Requests

Due to the accelerated implementation timeline for the 2020 Mobility Bond, staff anticipates returning to Council in February of 2021 for an initial mid-year budget amendment to support staffing resources as part of start-up activities as well as funding for engineering services for design. The mid-year amendment would prepare our programs for funding projects in FY 2022, starting the time clock for completion of the bond program with initiation of the first project.

December 2, 2020

In closing, the City Manager's Office and the dedicated professionals in the Austin Transportation Department, Public Works Department, Corridor Program Office and partner departments are committed to implementing this program and continuing efforts to enhance our transportation systems on behalf of the Austin community. The 2020 Bond program is an exciting opportunity to continue the work we started with the 2016 Mobility Bond program, and progress further to meet the ambitious goals of the Austin Strategic Mobility Plan. We are committed to working with you all and the community to meet both Council's and Austin's expectations and needs.

The Mobility Outcome directors and I are available to discuss specific programs and projects at your request.

CC: Spencer Cronk, City Manager
Ed Van Eenoo, Chief Financial Officer
Robert Spillar, P.E., Director, Austin Transportation Department
Richard Mendoza, P.E., Director, Public Works Department
Mike Trimble, Director, Corridor Program Office
Anna Martin, P.E., Assistant Director, Austin Transportation Department
Eric Bailey, P.E., Assistant Director, Public Works Department